AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings of claims in the application:

LISTING OF CLAIMS:

1-5. (cancelled).

6. (currently amended) Continuously variable transmission (1) for motor vehicles, comprising: ~~provided with~~

a primary pulley (2) and a secondary pulley (3), each of the primary pulley and the secondary pulley comprised of two conical pulley discs (21, 22; 31, 32),

~~around which~~ a drive belt (10) ~~is~~ arranged around the primary pulley and the second pulley and~~,~~ clamped between the two conical pulley discs (21, 22; 31, 32) of each ~~the~~ respective pulley (2; 3),

the drive belt in contact with a first running surface (40) of at least one pulley disc (43) ~~(44)~~ of the pulley discs of the primary pulley (2) and with a second running surface (40) of at least one pulley disc (43) of the pulley discs of the secondary pulley (3),

~~by means of which~~

the running surfaces each having ~~surface this pulley disc is in contact with the drive belt (10), being provided~~, as seen in a cross section oriented perpendicular to a tangential

direction, with a curvature, so that a pulley angle (α) ~~(□)~~ between a tangent (41) on the running surface (40) and a radial direction (42) varies between a lowest value at the location of a radially innermost position on the running surface (40) and a highest value at the location of a radially outermost position on the running surface (40),

~~characterized in that~~

the curvature of the first running surface (40) of the primary pulley (2) and the curvature of the second running surface (40) of the secondary pulley (3) differ from one another by the feature that the highest value for the pulley angle (α) ~~(a)~~ of the secondary pulley (3) at a highest running radius ($\alpha(R_S)$) is lower than the highest value for the pulley angle (α) ~~(a)~~ of the primary pulley (2) at the same highest running radius ($\alpha(R_P)$).

7. (currently amended) Transmission (1) according to Claim 6, ~~characterized in that~~ wherein a range between the highest value and the lowest value for the pulley angle (α) ~~(a)~~ of the secondary pulley (3), over a range of the running radius of the secondary pulley, is smaller than a corresponding range of the pulley angle (α) ~~(a)~~ of the primary pulley (2) over a corresponding range of the running radius of the primary pulley.

8. (currently amended) Transmission (1) according to Claim 6, ~~characterized in that~~ wherein the lowest value for the pulley angle (a) of the secondary pulley (3) is equal to the lowest value for the pulley angle (a) of the primary pulley (2) for corresponding lower running radius of the primary and second pulleys.

9. (currently amended) Transmission (1) according to Claim 7, ~~characterized in that~~ wherein the lowest value for the pulley angle (a) of the secondary pulley (3) is equal to the lowest value for the pulley angle (a) of the primary pulley (2) for corresponding lower running radius of the primary and second pulleys.

10. (previously presented) Motor vehicle having an engine and a load which is to be driven, between which a transmission (1) according to claim 6 is incorporated, a power which is to be generated by the engine being transmitted by the drive belt (10) from the primary pulley (2) to the secondary pulley (3) and being released to the load by the secondary pulley (3).

11. (previously presented) Motor vehicle having an engine and a load which is to be driven, between which a transmission (1) according to claim 7 is incorporated, a power which is to be generated by the engine being transmitted by the drive belt (10) from the primary pulley (2) to the secondary pulley (3) and being released to the load by the secondary pulley (3).

12. (previously presented) Motor vehicle having an engine and a load which is to be driven, between which a transmission (1) according to claim 8 is incorporated, a power which is to be generated by the engine being transmitted by the drive belt (10) from the primary pulley (2) to the secondary pulley (3) and being released to the load by the secondary pulley (3).

13. (previously presented) Motor vehicle having an engine and a load which is to be driven, between which a transmission (1) according to claim 9 is incorporated, a power which is to be generated by the engine being transmitted by the drive belt (10) from the primary pulley (2) to the secondary pulley (3) and being released to the load by the secondary pulley (3).

14. (new) Transmission (1) according to Claim 7, wherein, in relation to respective corresponding running radius ($\alpha(R_P)$, $\alpha(R_S)$) of the primary pulley and the second pulley,

the highest design value for the pulley angle (a) of the secondary pulley (3) is ±8.8° and the highest design value for the pulley angle (a) of the primary pulley (2) is ±11°, and

the lowest design value for the pulley angle (a) of the secondary pulley (3) and the lowest value for the pulley angle (a) of the primary pulley (2) is equal to ±7°.

15. (new) Transmission (1) according to Claim 7, wherein, in relation to respective corresponding running radius ($\alpha(R_P)$, $\alpha(R_S)$) of the primary pulley and the second pulley,

the value for the pulley angle (a) of the secondary pulley (3) ranges from a first lowest value to a highest value of ±8.8°, and

the value for the pulley angle (a) of the primary pulley (2) ranges from the first lowest value to a highest value of ±11°.

16. (new) Transmission (1) according to Claim 15, wherein,

the lowest value for the pulley angle (a) of the primary pulley (2) and of the secondary pulley (3) is equal to ±7°.

17. (new) Transmission (1) according to Claim 7, wherein, in relation to respective corresponding running radius ($\alpha(R_P)$, $\alpha(R_S)$) of the primary pulley and the second pulley,

an overall range of the values for the pulley angle (a) of the secondary pulley (3) is smaller than an overall range of the values for the pulley angle (a) of the primary pulley (2).

18. (new) Transmission (1) according to Claim 17, wherein,

the lowest value for the pulley angle (a) of the primary pulley (2) is equal to the lowest value for the pulley angle (a) of the secondary pulley (3).